



Fact Sheet

US 51/WIS 29 Corridor Foxglove Road to Bridge Street

The US 51/WIS 29 Corridor Project will reconstruct the highway between Foxglove Road and Bridge Street. Improvements include the interchanges at Marathon County N and NN, Sherman Street, WIS 29, WIS 52 and Bridge Street along US 51, the interchange ramps to Stewart Avenue along WIS 29, and the overpass at Robin Lane.

Recent changes to Alternative 4 Modified

The design of Alternative 4 Modified has been revised since it was selected as the preferred alternative for the US 51/WIS 29 west interchange. Revisions include:

- The exit ramp to Sherman Street has been modified to exit from US 51 northbound mainline opposed to WIS 29 system ramp.
- The WIS 29 eastbound system ramp to US 51 northbound has been modified to allow for a right-side merge opposed to a left-side merge onto US 51 northbound.
- The WIS 29 eastbound service ramp to Stewart Avenue has been redesigned to pass under, opposed to over, WIS 29.
- Cul-de-sacs have been shown at Pine Crest Avenue and Seymour Lane near the existing WIS 29 loop ramp opposed to connecting these two roads.
- The Bridge Street alignment has been shifted to the south to reduce the steep grade that currently exists through the interchange and to align with Pine Ridge Drive.

Bicycle/pedestrian accommodations

The existing corridor creates a physical barrier for bicyclists and pedestrians traveling east to west. A five-foot sidewalk on the Robin Lane Bridge is the only existing bicycle/pedestrian accommodation at any of the seven crossings within the project corridor.

WisDOT evaluated the safety and cost-effectiveness of the inclusion of bicycle/pedestrian accommodations throughout the corridor. WisDOT recommends the creation of the following bicycle/pedestrian accommodations:

- Marathon County N - Shared use tunnel located north of Marathon County N
- Robin Lane - Bicycle accommodations on both sides and shared use path along south side
- Sherman Street - Shared use path along north side of roadway
- Stewart Avenue and Bridge Street - Bicycle accommodations and sidewalk along both sides of the roadway
- WIS 52 - Sidewalk along the north side of roadway from Seymour Lane to West Ridge Drive

WisDOT recommends that no bicycle/pedestrian accommodations be constructed along Marathon County NN. WisDOT is recommending that bicycle accommodations and sidewalk be constructed along both sides of 28th Avenue, Plaza Drive, West Ridge Drive, and Westwood Drive within the project area.



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Construction and real estate acquisition schedule

The Marathon County N interchange project is the first of many construction projects required to construct the entire US/WIS 29 corridor. This interchange is currently scheduled to begin construction in 2004. The entire corridor improvement project is scheduled for completion by 2010. Other major projects throughout the corridor are currently scheduled for construction as follows:

- US 51/WIS 29 east interchange 2005 - 2007
- Robin Lane overpass 2005 - 2007
- Marathon County NN interchange 2007 - 2009
- Big Rib River structures 2007 - 2010
- US 51/WIS 29 west interchange 2005 - 2010

Real estate acquisition is expected to begin in 2003 for properties impacted by the Marathon County N interchange project. The real estate acquisition process is expected to continue through 2006 to acquire all of the right-of-way required for the entire corridor.

Traffic impacts during construction

WisDOT is currently reviewing the construction staging. It is anticipated that two lanes of traffic in each direction will be maintained on US 51 during construction. Access to properties adjacent to this project will have access at all times. If a temporary road closure is required during construction, access will be provided to adjacent businesses and residences.

Marathon County N interchange

The Marathon County N interchange project includes reconstruction of Marathon County N interchange ramps and approximately 1/2 mile of US 51/WIS 29 including replacing the structures over Marathon County N. Construction highlights include:

- Construction is expected to begin in 2004 and end in fall 2005.
- Construction on Marathon County N and the interchange ramps will not occur until the west corridor project is completed in fall 2004.
- Short-term ramp closures, a maximum of two weeks in duration, are expected in 2005.
- Significant traffic delays are expected during construction. Motorists are encouraged to use the newly constructed west corridor and other existing interchanges along the corridor to access US 51/WIS 29.

Noise impacts

Noise impacts were evaluated in accordance with state statutes. Four areas were identified as having noise impacts that exceed the threshold for state statute decibel level requirements. These areas include:

- Area 1 - East of US 51 from Foxglove Road to Dusty Miller Road
- Area 2 - West of US 51/WIS 29 between the WIS 29 east interchange and Marathon County N
- Area 3 - East of US 51/WIS 29 between the WIS 29 east interchange and Marathon County N
- Area 4 - East of US 51/WIS 29 north of Bridge Street

According to state statutes, a noise barrier system is not considered cost effective if its construction costs more than \$30,000 per dwelling. Because none of the four areas identified meet cost effective requirements, WisDOT is not including noise barriers as a part of the US 51/WIS 29 corridor project.